

CENTRAL INTELLIGENCE AGENCY

## REPORT

**INFORMATION REPORT**

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- a. The airfield has no runways. [REDACTED] 50X1-HUM

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- e. No aircraft or vehicles were observed.

a. Jüterbog airfield is located south of the Treuenbrietzen road and north of the railway line in the vicinity of Altes Lager railway station. Very few Soviet Air Force troops were seen and it is believed that only a maintenance staff is stationed there.

b. German workers were engaged in setting up a "field railway" (sic), in erecting seven wooden barracks (presumably for workers) and in transporting construction material to the airfield. [redacted] two hundred Germans are employed. The firm concerned with these operations is the VEB Bau Union Ost, Potsdam, with local headquarters at Klein-Machnow. At the time of observation, no cement had been laid but excavations were being made in a west-northwest -

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east-southeast direction. A railway line from Neues Lager to the airfield has been completed and lighting equipment has been set up in the vicinity of the proposed runway in preparation for night work.

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- d. All hangar doors were closed. All aircraft formerly at the field (between sixty and seventy) have left, with the exception of two IL-10's.

## 3. Elstal - 25 May

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- a. Elstal airfield is located on the south side of Route 5, between Berlin and Hamburg and approximately five hundred meters northeast of Priort (N53/Z54). [redacted] between seven and eight hundred Soviet Air Force troops are accommodated in the Flieger Kaserne which is situated opposite the airfield on the northern side of the highway. The capacity of the barracks is approximately twelve hundred men. Some officers were observed wearing the open-collar type uniform.

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- b. Ninety-six IL-10 aircraft were observed on the airfield. [redacted]

[redacted] Three PO-2's were also observed.

- c. Trucks [redacted] left the Flieger Kaserne. Tank truck [redacted] entered the kaserne. A jeep with a Soviet Air Force officer [redacted] was observed on the outskirts of the airfield.

- d. Exercise flights were made by PO-2 biplanes. The engines of the IL-10 aircraft were tested and the aircraft refuelled. The fuel was transferred from the tank truck into the opening on the upper left hand side of the fuselage in front of the cockpit of the planes.

## 4. Staaken - 25 May 1950

- a. Staaken airfield is situated on the northern side of Route 5 between Berlin and Hamburg and west of Staaken (N53/Z65). [redacted] between four and five hundred Soviet Air Force troops occupy the field. The field can accommodate eight hundred men.

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- b. About sixty aircraft of the IL-10 type, numbered on the side of the fuselage, were observed on the airfield. [redacted]

[redacted] Six DC-3 transport planes were also observed on the field. Two of them took off at 9:45 A.M. No other activity was observed except the testing of the engines of the IL-10's.

## 5. Brandenburg/Briest - 2 June 1950

- a. A wing of the Görden Anstalt, a mental home adjacent to the airfield, has been converted into sleeping quarters for personnel from the field.
- b. Twenty-five MIG-15s were counted on the airfield. This has been the average count for a long period. When not flying, all but four of the machines are towed to the middle of the airfield and parked near the runway intersection with plugs in both the outlet and inlet orifice. The remaining four machines are parked at the end of the long runway. Nearby are a trailer, a tank car, and a fire engine. The trailer is always occupied.

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